8:40 a.m | Galv., La Porte & Houston. | 1:40 p.m |

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American Plan \$2 & \$2.50 a Day.

Strictly first-class, centrally located, passenger elevator, electric lights, steam heat. Return and call bells in all rooms. Elegantity furnished, new and modern. Accommodations unsurpassed by any hote in the city.

MURISON & MALIN, Managers.

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### THE HOTELS.



venient accommo-dations for com-mercial men. Rates, \$1.50 to \$4.00 per day. Strictly first class. C. W. Chambers, Lincoln, Neb.; James C. W. Chambers, Lincoln, Wallinger, "Coon C. W. Chambers, Lincoln, Neb.; James W. Girard, Miss Annie Wallinger, "Coon Hollow" company; J. L. Bonney, Bonney; S. P. Hudson, Houston; Old Borton Rye, Lexington, Ky.; H. J. Kidder, Houston; John W. Foster, San Antonio; C. S. Primrose, Gentry's Dog and Pony show; George Grunewald, St. Louis; R. H. Chatham, Waco; W. J. Lyth, San Antonio; Thomas J. McHugh, New York; L. F. Deck, Texas; G. Schlesinger, San Francisco; C. M. Fitzhugh, Chicago; W. B. Bryan, Louisville; R. Dodson, Dallas; J. F. Dugan, Chicago; H. Lidstone, Houston; Wm. Register, Ausin; E. J. Richardson, Rochester; E. Lee Campe, New York; W.

Rochester, E. Lee Campe, New York; W. S. Blackshear, Mrs. W. S. Blackshear, Miss Zuleika Blackshear, Waco; A. H. Ray, Galveston; F. O. Lenz, St. Louiz; J. Simon, Louisville; J. M. Brunson, Victoria; V. A. La Fayan, St. Louis; H. H. Ernest, E. C. Slade, Couroc; F. H. Fritz, Palestine; P. G. Keene, C. T. Sraith, Houston; C. H. Higgins, St. Louiz; Stanley H. Watson, Rozedale; P. A. Vahev. ter; E. Lee Campe, New York; W. ley H. Watson, Resedule: P. A. Vahey, San Antonio: E. Pennington, Jr., Bren-ham: E. D. Dorchester, Velusco: James Hattel, Philadelphia; Bryan Heard, Hous-ton; F. C. Rhea, San Antonio; Frank Fitz Hugh, Galveston; R. P. Lewis, Pitts-

THE Rates \$2.20 and \$3.00 per day JAS. LAWLOR. Freq.

Miss Raiff. Beaumont: S. H. Reid, Woodville: J. Cohen. world; J. E. Faller, Chicago: C. F. Blettendorf. Cullokaville. O. T.; J. W. Miller. St. Louis: Mrs. W. H. Cogswell, St. Louis: E. S. Beard. Fort Worth; R. L. Pollard. Austin: William F. Case. New York: E. E. Elmore. Shreve-port; Ed. Steadman, Beaumont: M. H. Reid, Marble Falls: J. Ray. Rosenberg; K. Hillard. Rosenberg: L. S. Talley W. O. Smiley, S. D. Myors, I. M. Coiman, city: W. J. Colton. Bryan: Mrs. H. L. Fountain. Bryan: Mr. and Mrs. Hesper Ferris. Texas: F. Farnesworth. Cuero; Leon Dick. Columbus. Texas: Mrs. Beatrice Weir, Palestine: A. E. Woodell. Dan-ville: G. A. Baldwin, Chicago: W. D. Hume, Nashville: W. R. Young. Philladei-phis; C. H. Schenmeila, Dallas: Frank Andrews, city: W. W. Scarey, W. B. Garpett, Brenham: H. C. Archer, Galvesten: William Lasker, city: C. A. Mud. St. Louis: G. W. Skinner, Ed. Hanke, Missouri, Kansa and Texas railroad: E. E. Rallson, Kansas City: E. H. Peek, St. Louis: H. J. Bolton, Wharton: R. B. Huster, Wharton: McChire Kolley, Dalfas: A. H. O'Neill, Paris: William Morehad. New Orleans: W. J. Evans and wife, A. J. Hain and wife, Galveston; D. B. Pearson. Birmingham. Ala: John Cowan, Lebanon, Tenn. Mrs. L. Allen and children, Corsicana; Miss M. A. Smith, Bolivar, Texas Miss Belle Bradner, New York: R. M. Cornten, Camerin: Miss Maggie Noble, Wichita.

FOR GOOD RESULTS. Just try Si Packard's Troy Laundry, 912 Prairie avenue. 'Pagne 237.

# RAILROAD SCHEDULE EFFECT OF THE COMPROMISE. SITUATION AS VIEWED AT HOUSTON.

Forth Their Respective Views.

### THE BURDEN OF HIGH RATES AN IRREPRESSIBLE CONFLICT

WILL BE REMOVED FROM THE PEOPLE OF THE STATE.

They Would Have Been Forced to Bear Them During the Pendency of the Litigation.

Austin, Texas, February 18.-Judge John H. Reagan, chairman of the rallroad commission, this morning, in the what in his opinion will be the effect terday: of the compromise agreed to with the representatives of the enjoined roads yesterday evening:

Reporter-Would you object to giving your views to the press as to the effect of the compromise between the railroad

your views to the press as to the effect of the compromise between the railroad commission and the railroads?

Answer—No, sir; as this is a matter in which the public generally is interested.

Reporter—How will the schedules of rates agreed on affect freight rates?

Answer—They sightly increase rates. The rates on cotton and lumber remain as they were before the injunction suits were instituted. The rates on flour, wheat, oats and hay are unchanged, but there is a very small increase to the rates on local shipments of corn, but the maximum rate of 12½ cents per 10% pounds in common point territory remains as it was. The rates on beef cattle, horses and individuals that the freight traffics promising and the rates on the stock cattle rates. The rates on colon seed meal and cake, making the rates on them the same as the rates on the seed. There are thirty one tariffs altogether. Of these lifteen remain unchanged. There is a small increase in the rates on coal and lignite, and on a number of other articles amount to between 2 and 3 per cent.

Reporter—They will increase to the injunction saits.

During the past eight years, the only period of time of which this commission has trustworthy information, it appears there have been, upon the whole, a reasonable and steady increase in the gross and not carnings of the railroads of this State, as well as those connected with this illigation.

It is generally admitted by disinterested individuals that the freight traffics promision.

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It is generally admitted by disinterested individuals that the freigh

Between 2 and 3 per cent.

Reporter—There are persons who contend that it would have been better to have allowed the litigation on the injunction suits to go on to a final decision of the question involved one way or the other. What is your view as to this such opinions. They must rest upon the idea that the final judgment in the case would custain the contention of one party to the suit or the other, as these are presented by the parties. How can we know that this would be done? Who can tell but that the court would make its decision on some middle ground between that contended for between the parties? Who can say that the court would adopt the basis of the valuation of the ratiroads adopted by either party to the suit, or that it would make a decision which would prevent juture litigation of the questions involved in the pending suits?

Answer—One of the effects will be that the people of the State will be relieved from the burden of the excessively high rates now in effect on the enjoined roads. Without this compromise they would have been subjected to those high rates, or to such others as the railroads might have adopted, until the termination of this is not here as the railroads might have adopted, until the termination of this is not here as the railroads might have adopted, until the termination of this is not here as the railroads might have adopted, until the termination of this is not here and to an enormous extent paid relates, transported various commodities for factors and to an enormous extent paid relates, transported various commodities for factors and to an enormous extent paid relates, transported various commodities for factors and to an enormous extent paid relates, transported various commodities for factors and to an enormous extent paid various commodities for factors and to an enormous extent paid various commodities for factors at the form the training of the rail the court would make a decision which would prevent future litigation of the questions involved in the purchase.

Answer—On

rom the burden of the existing and rates now in effect on the enjoined roads. Without this compromise they would have been subjected to these high rates, or to such others as the railroads might have adopted, until the termination of this litigation, which would no doubt have been from two to four or more years, and read thus have entried treat lesses on would thus have entailed great losses on the patrons of the roads. Another result will be that the S are will be spared the will be that the Sate will be spared the capense of ten or fitteen thousand dollars in court expenses and attorneys' fees, and, if in the chi the case should be decided against the State, a very large bill of costs. No reasonable man can discuss this question on the assumption that we were sure to gain the case. We had to take our chances as to this. Another rewere sure to gain the case. We had to take our chances us to this. Another result of this compromise will be that the people will not be subjected to the excitement and anxiety which would necess.

I. H. Louis; on, Vici. H. H. Louis; on, Vici. H. H. Louis; of the people and of hundreds of the litigation of a question involving the interests of the people and of hundreds of millions of collars in property values.

Another consideration which has had special weight in causing this compromise is the fact that the litigation has already engendered much prejudice and passion between the people and the railroads, which is succially unfortunate for both and a continuance of the litigation would mean a continuance and aggravation of the striffs. I am not unmindful of the misfrank wyork; it is triffe and passion, to the great injury of all the interests concerned. The interests, convenience and prosperity of the people are largely promoted by the existence of the railroads, and the railBryan; Brazel
Real convenience and prosperity of the people are largely promoted by the existence of the railroads, and the railconstent the sure of the sure of the public, coursest to any arrangement involving even the maintenance of the fariffs of the State restring from the traffic of this State restring from the traffic of this State restring from the traffic of the State is entirely without remedy. For reasons already indicated the sure of the sure of the surity of the miscited of the people and the railroads.

Bryan; the first of the extoruntation of the ing of freight rates the lose that the sure of the land shall govern, and the scene rate large the bedder or not in the making of freight rates the less the posperity of the bondbolder or the law of the land shall govern, and the scene rate large the people are settled the better it will be for all constructions.

It is a proved to the making of freight rates the less the large the bondbolder or the law of the land shall govern, and the scene rate lar burk, Pa: R. Glison and wife. New York;
D. K. Stuckie, Buffalo, Guy Mitchell, Atlanta; W. H. Sykes, Virginia; B. K. Fox,
Baltimore; Guy M. Bryan, Jr., Bryan;
R. D. Laudedale, Galveston; T. W. Brazelton, Waco; R Frank Crawford, Houston;
O. Paighat and wife, Galveston; E. M. Westervelt and wife, Galveston; E. M. Westervelt and wife Lingely, Pager Dead.

Austin, Texas, February 18.-The rallroad commission this evening granted the application of the Gulf. Beaumont and itis usual excursion rates today. Round Kansas City railroad company for author- trip tickets to Galvesion will be sold for fry to refund the local on logs, the sawed product of which is turned over to it for

circular announcing that commencing Line. Returning, it will leave Galveston Monday, February 20, the road will establish a new line of Wagner palace sleeping cars to run between Denison and Austin To the Editor of The Post.

WHICH WOULD BETTER HAVE BEEN SETTLED AT THIS TIME.

Rates Which Have Been Restored Are Declared to Be Excessive and Even Extortionate.

Austin, Texas, February 18.-The following from Commissioner Mayfield gives his reasons for dissenting from the comfollowing interview, gave expression to promise agreed to with the railroads yes-

It is to me a matter of personal regret, that I find myself unable to agree with the majority of the commission as to

extortionate, and that there should be many rearrangements and reductions in order to afford the public just and reasonable rates, as contemplated by law. There is abundant evidence in this office establishing the facts that some, if not all, the roads involved in this litigation have for a long period of time and to an epormous extent paid relates, transported various commodities for favored shippers at rates below any tariff

opinion to be that the differences existing represent "an irrepressible conflict." I have not changed that opinion, differences must be settled. The interests can not and will not be with a temporary expedient. If the com-mission has committed any mistake or error, it stands ready and anxious to cor-rect the same. Any action in the nature

suits are withdrawn without qualification the pending litigation should be conducted through the courts of final resort, with all possible dispatch. Meantine, for the

R. D. Laudedale, Galveston; T. W. Baryan, D. Palghat and wife, Galveston; E. M. Westervelt and wife, Linceln; Peter Dona, Detroit; G. Bryan Wiess, Beaumont; W. L. Van Alstyne, Houston; A. B. Ives and hoy, Groveton; R. B. Thompson, Navascta; W. B. Cilin, Texas; O. C. Spaulding, Austin; H. M. Habbell, F. P. Britton, New York; H. H. Halleday, Detroit; T. A. Lang, Philadelphia; H. G. Macaulay, Dalas; C. L. Nabers, Waco; Carnuano Beann, manager Scalchi Grand Operatic company; James Moore, Galveston; W. A. Matthall, Bellville; B. R. Latham, Houston, W. W. Smiller, S. D. Ward, J. E. Faller, Chicago; C. F. Hiettendorf, Cullokville, C. T.; J. W. Miller, S. L. Louis; Mrs. W. G. C., P. and G. May Hefund Leval on Certain Los Shipments.

Application of the other, As releads, guide and fairness, and boy of the spirit of justice and fairness. Neither can prosper without the concursion of the other, As releads, guide and fairness, the spirit of justice and fairness, and boy of the spirit of justice and fairness. Neither can prosper without the concursion of the other, As releads, guide and fairness, the proposed for their necessary revenue. Section of the other, As releads, guide and fairness. Neither can prosper without the concursion of the other, As releads, guide and fairness, the complex forms of the spirit of justice and fairness. Neither can prosper without the concursion of the other, As releads, guide and fairness, the constitution of the other, As releads, guide and fairness, the constitution of the other, As releads, guide and strength of the control of the calculation of the other, As releads, guide and strength of the control of the control of the calculation of the control o

Ray Shore Rates.

The Bay Shore Line will have in effect \$1, to La Porte 50 cepts and to Seabrook for 65 cents. Trains will leave Houston at 8 a. m. and 1:40 p. m. and will leave Gal-vesten, returning, at 1:30 p. m. and 7

The first through car from Kansas City General Passenger Agent Crush of the Missouri, Kansas and Texas has issued a taken to Galvesion over the hay Share

### Lust Night at Fort Ringgold.

cars to run between Denison and Austin via Taylor and Port Worth. The first car, gouthbound, will leave Denison on train No. 1 at 1:40 p. m. Monday, February 20, and the first car, northbound, will leave Austin on International and Great North-train No. 2 at 11:45 p. m. Tuesday. February 21. Passengers going into Austin of International and Great North-berths rank No. 2 at 11:45 p. m. Tuesday. February 21. Passengers going into Austin of the cave did be open at Austin to the civil life we have long wished for the courtesies extended us since we were first ordered South, and separated from Gur regiment. Company L. Third Texas infantry, will ever recisin a tender of the United States, for tomorrow we retained to you the thanks you deserve for the courtesies extended us since we were first ordered South, and separated from Gur regiment. Company L. Third Texas infantry, will ever recisin a tender of the United States, for tomorrow we retained to you the thanks you deserve for the courtesies extended us since we were first ordered South, and separated from Gur regiment. Company L. Third Texas infantry, will ever recisin a tender of the States. If was expected that Rev. L. D. Lambour and go to the track in the founds that the found of the anight train, which will desire a 205 instead of at 2:30 as a represent to the cave at 205 instead of at 2:30 as a represent to the thanks you deserve for the courtesies extended us since we were first ordered South, and separated from Gur regiment. Company L. Third Texas infantry, will ever recisin a tender of the night train, which will denied to the made at this point to effect on the tiouston East and West Texas. The only their speed. Dan Cramer, the famous tiandem steerer pronounced it try thanks in the ficulty and the speed of the same and west Texas. The only their speed. Dan Cramer, the famous tiandem steerer pronounced it try their speed. Dan Cramer, the founds will denied to the night train, which will denied to the night train, which will denied to the night train, which

Chairman Reagan and Commissioner Mayfield Set Traffic Men Are Not Talking, but a Feeling of Relief Is Manifested on All Sides.

the importry of the commission as to the proper action that should be taken in respect of the so-called injunction suits. During the past eight years, the only priod of time of which this commission has trustworthy information, it appears there have been, upon the whole, a reasonable and steady increase in the gross and not carnings of the railronds of this State, as well as those connected with this litigation. did not take the roads a long time after the McCormick injunction became effect-ive to discover the fact that they had been given just a little more than they eriginally bargained for when they first aought to take away from the commission its rate-making power. The compications which were brought about in the freight traffic departments of the various water many and populations. roads were many and perplexing and would in all likelihood have become even mere so had the injunction been allowed to stand.

to stand
In consequence, everything considered, interested parties are ratisfied, for the time being at least, with the result of the efforts to get together which have been in progress for some time past. The compromise is favorable to the railroads to the extent that, by the terms of the agreement made, they have succeeded a preventing from going into effect the agreement made, they have succeeded in preventing from going into effect the cotton tariff which the commission issued on October 6, 1898, and which was the basis for the ten injunction suits. The compress regulations embodied in this tariff will, however, be effective, with the exception that the charge for compressing will be 10 instead of 8 cents per 100 pounds, the latter of which rates was sought to be put in effect by the commission. The rates which are now being sion. The rates which are now being arranged by the commission's experts, and which will become effective ten days arranged by the commission's experts, and which will become effective ten days after their promutgation, will be the same as those announced in tariff 1-b issued by the commission during the fall of 1897.

The compress regulations of tariff 1-c, which was made public on October 6, 1898, and which was entoined, will, however, as has already been stated, apply to the compression rates. In this lies will take several days, when we were as has already been stated, apply the the compression rates. In this lies the days therefore the days therefore the days therefore the days and tariffs will go into effect ten days thereafter. the compremise rates. In this lies leffect ten days thereafter

Local traffic men are not discussing the recent compromise of the commission injunction suits for publication. Although no announcement to that effect was made, there seems to have been an arrangament entered into by which the commissioners are to do all the talking, as, up to date. Messrs. Reagan and Mayfield have issued statements regarding the compromise, while it is not on record that any of the gentlemen representing the reads have said anything germane to the subject which is likely to get into print.

On all sides, however, a feeling of great relief is apparent and it would be more than difficult to find an interested party who is not heartly glad that the matter has ended as it has. As viewed here, the agreement reached is considered as being equally advantageous to both the railreads and the commission. It has been a well known fact that the latter body would not, for various reasons, have

plied under the terms of the compromise will be accessible within two weeks or perhaps a little longer. It will take the commission's rate clerks some little time to perfect the tariff, but as has already been stated, the ten days notice required is waived by the terms of the compromise agreement and the tariff will become offective at the end of ten days after its prompleation.

fective at the end of ten days after its promulgation.

Lecal commercial agents were overwhelmed yesterday by requests from shippers for information regarding the new rates. Those requests, of course, could only be replied to in a general way, inasmuch as the railroad people themselves are not yet definitely informed in the premises and the number of inquiries made showed conclusively the great interest taken in the matter by the shippers, as well as the general satisfaction manifested at the successful results of the ciforts to settle the injunction suits amicably and thus restore the rate situation to bly and thus restore the rate situation to its normal condition.

INFORMATION SOUGHT. Austin, Texas, February 18 .- The raiload commission is receiving a great many inquiries as to the agreed settlement of the ten injunction suits now pending in the United States circuit court against it. People are anxious to know the terms of the settlement and the tariffs affected, and when the new tariffs will go into ef-

Commissioner Storey states that the

been on file each mall, but the boys were never ratisfied until they knew what was in The Post. Wishing your estimable pathe success it merits, I am, very truly W. C. Dance.

Notes and Personals.

Mr. Frank Andrews, alterney for the Central, returned last night from Austin. Mr. C. W. Bein, traffic manager of the Hentington lines, returning yesterday morning from Austin.

Mr. E. D. Dorchester, general manager of the Velasco Terminal, headquarters at Velasco, was here yesterday.

Cartain J. M. Lee, division superintend-ent of the Central, returned yesterday from a trip over the Austin branch.

Mr. J. W. Maxwell, general superintend-ent of the Katy, with headquarters at Dal-las, spent yesterday in Houston.

agent of the Missouri, Kansas and Texas. W. L. Coleman, died at her residence yes-will return from Austin this morning. Letday morning at 4:30 o'clock at the

Houston and Texas Central, left last night for his headquarters in Dallas after a brief stay here.

Mr. C. D. Golding, commercial agent of the Rock Island, with headquarters here, came in last night after a trip to points on the Central. Mr. M. E. Glass, traveling freight and

Mr. I. S. Palfrey, traveling passenger cann of the Southern Pacific and Central, teturned last night from a week's trip over his territory.

Mr. E. S. Beard, commercial agent of the Fort Worth and Denver City, with headquarters at Fort Worth, was here yes-terday on business.

Mr. Homer Eads, general live stock agent of the International and Groat Northern, with headquarters at San An-

Mr. P. C. Rhea, assistant general live stock agent of the Missouri, Kansas and Texas, with headquarters at Fort Worth, was here on business westerday

The Houston East and West Texas an-cularin a rate of one and one-third faires or the National conference of the Union Heform party, to be held at Cincinnait on March I and 2.

The passenger department of the Hous-ton and Texas Central has insued a scat booklet with gives the time of arrival and department of all connecting lines at

Mr. M. A. Jones, general freight agent of the Heusten and Texas Centrel, resursed last fight from Auslin, where he went on business connected with the compromise of the infunction suits.

The Indiana legislature has just killed a till fixing the maximum tate to be charged for passenger transportation at 2 contacter mile. The chief objection made was that the proposed change would bring about a reduction in the galaries of the 41,000 railway employes in Indians.

Mr. M. O'Connor has been appointed

Southwestern passenger agent of the Sen-board Air Line, succeeding Mr. J. M. Wiener of this city, who resigned recently to accept the position of traveling freight agent of the Frisco, Mr. O'Conner will make his beadquarters in New Orleans.

he will give an address on the subject, "Irreverence." Today a short talk will be given by the general secretary on the subject, "A Principle of Life." The hour is 4 o'clock. All men cordially invited to be present. Good music by the male

The board of directors met in the parlors of the association Friday night. One item of business was the consideration of the resignation of Mr. G. D. Thomas. Mr. Thomas has been a valuable member of the board and it is with regret of the other members that his removal from the city loses for them his counsel and support. The best wishes of the members of the board and the association are ex-tended to Mr. Thomas and his family they leave to make their home in an adjusting State,

### THE DEATH ROLL.

Mrs. M. J. Coleman, the wife of Dr. will return from Austin this morning.

Mr. E. E. Elmore, traveling freight agent of the Pee Gee, with headquarters at Shreveport, was in Houston yesterday.

Mr. C. C. Gattin, traveling freight agent of the Houston and Texas Central, came in last night from a trip to interior points.

Mr. J. D. Bone, commercial agent of the Cotton Bell, with headquarters at this point, was in town yesterday after a tour of the State.

Mr. P. Wilson, traveling auditor of the Houston and Texas Central, left last night for his headquarters in Dalias after a brief stay here. a member of the faculty of Sam Honston Normal Institute at Huntaville, Texas, and Charles E. Coleman, agent of the Wells-Fargo Extress company at Corpus Christi, all of whom are well known in this city. The funeral will take place from the family residence at 1809 Denatur street at 4 p. m. today. Rev L. D. Lamkin of the First Bapilat church, of which she was ever a faithful and beloved member, will conduct the services.

Il conduct the services.
Il conduct the services.
The following gentlemen will act as pall arers: D. G. Maggard, B. F. Fitzgerd, A. F. Sharpe, F. D. McIntyre, W. S. apler, W. C. McClelland, O. H. Reed, Tharles Simpson.

Mrs. Florence De Freese Dealy died at the family residence, 1612 Providence street, at moon yeaterday. She was the wife of Mr. J. W. Donly, an employe of the Southern Pacific railway in this city. She was a lovable character, and leaves behind many socrowing friends, whe character with the husband and two daughters their deep strief. The funeral will be from McKee Street Methodist church this afternoon at 3 o'clock. +++

The death of Mrz. Hattle E. Freeman, who was a Contelerate veteran, removes another oil entiren of Houston, who has lived here for the last thirty years. She was a pure, devoted Christian, and as such she died. She was surrounded by her four daughters and only son-Mrs. W. E. Hamphreville, Mrs. M. F. Shoemaker, Mrs. J. R. Rudersdorf, Mrs. C. C. Holt-kann and R. C. Freeman.

A large number of sorrowing friends and relatives assembled at the home of her daughter, Mrs. W. E. Humphreville, to pay the lest sad iribute to her beautiful life on this sarth, and to comfort the grief-sirieken children. Her taking away has been an extremely severe blow to her family, by when she was much beloved. Her only brother, Judge C. R. Cox of Brazoria county, survives her.

Records on the New Track. A large crowd of professional and amateur bicycle riders congregated on the new track yesterday afternoon to try

## We Are Now Displaying...

.The largest line of House Furnishing Goods ever seen in the car



Everything in Granite Ware









# ... We Have Moved...

Into our new quarters, and our stock is all arranged for the inspection of customers. A. Chimene & Co.,

210 Main Street.

500-Page Letter Book and a LETTER FILE that will

409 MAIN STREET. Pillot's Book Store.

## ABILITY AND DETERMINATION ALWAYS WIN. liouston has been visited by dozens of doc-

by misstatements and get the cash, and before any one is aware of the fact they have skipped to parts unknown. The Myrus Institute stated three months ago if the people appreci-ated ability and gave it their support, it would grow and be a fixture in Houston. The man agement from the very beginning proved it way responsible and has long since been rec ognized by the most skeptical as one of the leading places of business of its kind in the country. During the past month many people have stated that at first they believed this, as most other specialists, could stay but a few days at a time in any city; that they kept away until they saw that it was doing a great work and had cured some of the best people in the city. Every day now peopla ceme and state since "I see you are still here, as you said you would be, and as I know of personal cures of long standing, it gives me confidence in you and I can class you as a Houston physician and am now ready to take treatment, knowing if you intend to remain Houston physician and am now ready to take treatment, knowing if you intend to remain here you can not tell me you can do things that you can not reasonably hope to prove. This Institute is naturally clated over its success, having tided over the doubtful period, and is daily perfecting cures, making the crippled and maimed with rheumatism and various other classes of diseases happy and well. Who is there in this broad land that would not feel that he was doing a grand work when he receives daily personal teatinouisls of all kinds of chronic diseases such as is given below?

TO THE PUBLIC.

I write this as my endorsement of the Myrus Medical Institute. After suffering for seven years, of rhetmatism, with the usual distressing and smooting sensations, pains and other taings which only the rheumatic know, not being able to put my hands to back of my head, and hobbling around in pain, I sought the services of this specialist and he has cured me. I feel like, if it were possible, making a carivass of the whole city, seeking the suffuers of various chronic disease and carrying them to him in person; but, not knowing turm, i write these few lines and will say that I will be gial to have any call on me at my home and I will tell you more than I can extress in these few words. Suffice it to say that if you suffer don't put off, but seek this specialist at once. He is honest and reliable and has well earned a big reputation in Houston. Respectfully,

MRS. E.R. HOFFMAN,

1208 Bell Avenue.

# MYRUS MEDICAL INSTITUTE,

TOO LATE TO CLASIFY.

WANTED-Letter g for soda mint gum cou-pen will pay 10 cents. 1168, this office. 11 PRINTER wanted by the lat instant: perma-ucci; state wages expected: must be quick, sober and a hueller. "Times," Smithville, Texas

Smithville, Texas

WE BUY, sell and exchange real estate, look after property for non-residents, collect reans and negotiate loans; cell and list your property; we have cash customers for real estate barkalas. Scanian & Bartell, 212 Bins building.

HOUSES—We have them of all descriptions, in all wards and at all prices; examine our liet; all property shown with plensure, Beanlan & Bartell, 212 Bins building, photos 169.

DEALY-Died at 12 o'clock m., February 18
Mrs. Florence De Frezze Dealy, aged
years, wife of J. W. Dealy. The functs
will take place from McKee street Metho
dist church this afternoon at 3 o'clock. MONEY TO LOAN-TO pay taxes, yer lien notes, morigages or build hou chespert money in city. Call at my office, 101012 Congress avenue. H. Cline.

FOR SALE-Several places in Fifth ward and Third ward on installment plant also unimproved lots. Call at my law office, 1610b; Congress avenue, H. B. Cline. 22 FOR SALE-Lots on installment plan: no interest 1910th Congress avenue. H. H.

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